

NOTES TO THE FIRST LIEUTENANT
(revised 1 OCT 2003)

1. Preparation/Demonstrations:

a. Proper preparation cannot be overemphasized. This includes rigging of equipment for demonstration and insuring all equipage is in the ship's boats. Keep in mind that the INSURV inspector is "taking a snapshot" of conditions as they exist when the inspection is conducted and must sight all equipment/equipage in its proper operating space.

b. Provide the inspector with the "Deck inventory and material condition" (sample provided), and items discussed in paragraph 3 of this note. **Forward the memorandum to the inspector 1 week prior to inspection.**

c. The following demonstrations/inspections will normally be conducted the first day and/or prior to getting underway.

(1) Anchor Windlass Test (inport/underway). Performed anchor windlass load/no load PMS (an unscheduled U-check).

(2) Pilot rescue gear and surface rescue swimmer equipment laid out for deck recovery on the focsle, and boat recovery on the boat deck.

(3) Exercise all boat davits to demonstrate limit switches and brakes and all modes of operation.

(4) One ship's boat (ready lifeboat) will be lowered into the water, operated for one hour and recovered. All boat equipage is to be in the boats. Ensure all safety alarms (audible or visual) are installed and operational. Ready lifeboat will be started again (in the skids) the morning of underway.

(5) The inspector will inspect 5% of the total allowance of abandon ship life preservers if SMD/SLCP is above 500, and will inspect 10% if SMD/SLCP is below 500 for inflation test. (Allowance = 105% SMD/SLCP)

(6) Boats material inspection (fully rigged with all boat equipage onboard).

(7) Inspect mooring lines and tattletale lines.

(8) Operate sideports, ramps, monorails, cranes, booms, cargo hatches, winches and capstans.

(9) Lifelines, exterior ladders, life rings and distress marker lights.

(10) UNREP Ships: All stations shall be rigged to conduct

monthly SOT. Rig captains and winch operations shall be on station and ready to demonstrate each station.

d. Have blueprints on station for inspector review for each of the following rigged items, normally inspected on day one:

(1) Towing gear fully rigged on the fantail ready to tow.

(2) Outboard accommodation ladder and boat boom fully rigged. Inboard accommodation and boat boom equipment will be laid out for inspection.

(3) All heavy weather lifelines fully rigged throughout the weather decks.

(4) One FAS station will be rigged to receive PROBE and 2 1/2 rig, one to receive ROBB, and one with NATO coupling to receive astern fueling. (Insure all associated lines, tools, and equipage are on station and rigged IAW NWP 4-01.4

(5) One RAS station will be fully rigged to send synthetic personnel highline. Rig transfer chair to send highline and have stretcher with flotation gear laid out on station. All sliding padeyes/retractable kingpost will be demonstrated using all sources of operation.

(6) Rig leadsman platforms, pilots ladder (IAW NAVSEA DWG 804-5000900), and rigid sea ladder.

e. The life raft demonstrations/inspection will normally be conducted on the second day (may be conducted on day one time permitting).

(1) Test and inflate life rafts as designated by the inspector. The ship is responsible for making arrangements for removal and transportation of all life rafts to be tested. Life rafts will be tested at designated Navy life raft repair facility. If inflation and inspection cannot be performed in the life raft repair facility then a tarp and protective padding should be used to avoid damage.

(2) Extreme care should be used when inflating and re-packing life rafts. Cuttings of any lanyards or appendages on liferafts are not authorized. Life rafts will be re-packed and issued to fleet.

(3) MROD and Flares are to be turned into life rafts facility. No exceptions.

2. Anchor handling demonstration and drop test will be conducted

underway in 30 to 35 fathoms of water. All anchors will be dropped from the hawse to 15 fathoms on deck, then released to 30 fathoms on deck to check the mechanical brake. Anchor will be recovered to time the rate of recovery (GEN SPECS FOR OVERHAUL 581C) (PMS check).

3. Records/Documents Required:

- a. Blueprints as discussed in paragraph 1.d.
- b. List of static and dynamic weight handling tests; (NSTMs 571, 573, 581, 582, 583, 584, 589, 600, 613, NWP 4-01.4, and NWP 3.50.1 series). Have copies of latest test memos available. (List on memorandum)
- c. List of all defective components of lifelines, life rails, stanchions, nets, etc. list by deck, frame and side. (GEN SPECS FOR OVERHAUL 612) (List on memorandum)
- d. Current test memo on boat slings and hoisting pads (by hull number). (NSTM 583) (List on memorandum)
- e. Date of most recent test of life rafts and diaphragm type hydrostatic release devices. (List on memorandum)
- f. Inventory of life preservers (by type) allowance/on board and location (lockers or other stowage). (List on memorandum).
- g. One copy of last inspection/trial conducted by INSURV marked as to status of deficiencies.
- h. For amphibious ships: have Combat Cargo Officer provide one copy of the Ship's Loading Characteristics Pamphlet (SLCP) to the Deck Inspector upon his arrival.
- i. Provide totals of officers, CPOs and enlisted for:

	OFFICERS	CPO/NCO	E6 BELOW	TOTAL
SMD				
MPA				
SLCP				
BERTHS				

(include in memorandum)
MEMORANDUM (SAMPLE)

From: First Lieutenant
To: INSURV Deck Inspector(s)

Subj: DECK DEPARTMENT INVENTORY AND MATERIAL CONDITIONS REPORT

Ref: (a) INSURVINST 4730.1D

1. The following is the information requested by reference (a):

ANCHOR WINDLASS

PORT	TESTED: 01 MAR 98	TESTED AT: 40,000 lbs (DOCK TEST)
STBD	TESTED: 01 MAR 98	TESTED AT: 40,000 lbs (DOCK TEST)

UNREP STATIONS

<u>STATION</u>	<u>TEST WEIGHT (SWL)</u>	<u>DATE</u>
RAS WINCH		
#3	60,000 lbs	08 MAR 94
#5	"	15 NOV 95
#7	"	18 NOV 95
#9	"	18 NOV 95
#11	"	08 MAR 94
#13	"	08 MAR 94
#15	"	08 MAR 94
FAS STATION		
#3	50,000 lbs	25 MAR 91
#9	"	04 NOV 98
#11	"	04 NOV 98
#19	"	25 MAR 91
RAS STATION		
#5	50,000 lbs	25 MAR 91
#7	"	04 NOV 98
#13	"	25 MAR 91
#15	"	24 OCT 95
#17	"	29 OCT 95
PROBE RECEIVER		
#3	36,000 lbs	18 MAR 91
#9	"	17 JAN 96
#11	"	18 MAR 91
#19	"	18 MAR 91
SLIDING PADEYES		
#5	50,000 lbs	03 DEC 96
#17	"	02 DEC 96

ACCOMMODATION LADDERS

<u>NUMBER</u>	<u>FRAME</u>	<u>TEST DATE</u>
1 STARBOARD	108	13 DEC 93
2 PORT	119	13 DEC 93
3 STARBOARD	171	13 DEC 93

4 FANTAIL

244

04 MAR 96

BOAT BOOMS

<u>NUMBER</u>	<u>LOCATION</u>	<u>TESTED</u>	<u>DATE TESTED</u>
1	SPONSON 5	5400	24 FEB 98
2	SPONSON 4	5400	09 JAN 96
3	SPONSON 11	5400	18 APR 96
4	SPONSON 6	5400	09 JUN 96

BOAT DAVITS

<u>SIDE</u>	<u>LOCATION</u>	<u>TESTED (SWL)</u>	<u>DATE TESTED</u>
STBD	SPONSON 7	6,500	24 FEB 98
PORT	SPONSON 2	6,500	24 FEB 98

PORTABLE DAVITS

<u>SIDE</u>	<u>LOCATION</u>	<u>TESTED</u>	<u>DATE TESTED</u>
STBD	FANTAIL	2000	02 SEP 97
PORT	FANTAIL	2000	10 NOV 97

STANDING AND RUNNING RIGGING

1. Port and Starboard lifeboat falls and Davit spanwire were replaced and tested during SRA '98. Condition Excellent
2. Falls on all Accommodation Ladders were inspected during SRA 98 and are in good condition.
3. Standing on all Boat Booms were replaced during SRA 98. Condition Excellent.

<u>LOCATION</u>	<u>WINCH WIRES CONDITIONS</u>	<u>AGE</u>
WINCH #1	EXCELLENT	4 YRS
WINCH #2	EXCELLENT	4 YRS
WINCH #3	EXCELLENT	4 YRS
WINCH #9	EXCELLENT	4 YRS
WINCH #10	EXCELLENT	4 YRS
WINCH #11	EXCELLENT	4 YRS
WINCH #17	EXCELLENT	4 YRS

Liferails and lifelines:

- a. The fantail and all main deck sponson are equipped with liferails. Condition Excellent
- b. The 09 level bridge and signal porches have fiberglass liferails. Condition Excellent

MOORING LINES

<u>LINE #</u>	<u>SIZE</u>	<u>AGE</u>	<u>CONDITION</u>
BOWLINE	8" D.BRAIDED	2 YRS	GOOD
1	8" D.BRAIDED	2 YRS	GOOD
2	6" D.BRAIDED	2 YRS	GOOD
3	6" D.BRAIDED	2 YRS	GOOD
4	6" D.BRAIDED	2 YRS	GOOD
5	6" D.BRAIDED	2 YRS	GOOD
6	6" D.BRAIDED	2 YRS	GOOD
7	6" D.BRAIDED	1 MONTH	EXCELLENT
8	6" D.BRAIDED	2 YRS	GOOD

SPARE LINES

<u>SIZE</u>	<u>NUMBER</u>	<u>AGE</u>	<u>CONDITION</u>
6" D.BRAIDED	7	NEW	EXCELLENT
8" D.BRAIDED	2	NEW	EXCELLENT

PNEUMATIC FENDERS

<u>LOCATION</u>	<u>SIZE</u>	<u>NUMBER</u>	<u>CONDITION</u>
HANGER BAY #2 (FR 162)	48" X 32"	4	3-POOR 1-GOOD
	48" X 24"	1	POOR
	36" X 24"	1	GOOD
	60" X 36"	3	1-POOR 2-GOOD

SHIP'S BOATS

<u>BOAT TYPE</u>	<u>HULL</u>	<u>CONDITION</u>	<u>AGE</u>
26' MOTOR WHALE BOAT	26MW8052	GOOD	10 YRS
26' MOTOR WHALE BOAT	26MW8038	GOOD	11 YRS
33' CAPTAIN'S GIG	33PE6523	GOOD	21 YRS
14" PUNT	15PT86	FAIR	2 YRS
14' PUNT	14PT86	FAIR	2 YRS

- Slings for RHIB tested 19 NOV 98.
- Slings for Captain's Gig (33PE6523) tested on 23 NOV 98.
- Hoisting pads for 26' Motor Whaleboat (26MW8038) were tested on 27 JAN 98. Condition Excellent
- Hoisting pads for 26' Motor Whaleboat (26MW8052) were tested on 27 JAN 98. Condition Excellent
- Hoisting pads for Captain's Gig (33PE6523) were tested on 21 APR 98. Condition Excellent

BOAT ALTERATIONS

<u>BOAT</u>	<u>HULL#</u>	<u>PENDING ALTERATIONS</u>
26' MWB	26MW8052	NONE
26' MWB	26MW8038	NONE
33' GIG	33PE6523	NONE

LIFERAFTS

MK-6 LIFERAFTS inspected 16 FEB 98. 227 total.

The Hydrostatic Release Devices were tested on 22/23 DEC 98.

LIFE JACKETS

<u>LOCKER</u>	<u>SIDE</u>	<u>FRAME</u>	<u>Abandon Ship</u>	<u>MK 1</u>	<u>MK V</u>	<u>KAPOK</u>	<u>MOBI</u>
1-2	PORT	66	80	00	00	00	00
1-4	PORT	66	80	00	00	00	00
1-6	PORT	67	80	00	00	00	00
1-8	PORT	71	80	00	00	00	00
1-10	PORT	72	80	00	00	00	00
1-12	PORT	74	80	00	00	00	00
1-14	PORT	75	80	00	00	00	00
1-16	PORT	77	80	00	00	00	00
1-18	PORT	78	60	20	00	00	00
1-20	PORT	80	60	20	00	00	00
1-22	PORT	84	60	00	20	00	00
1-24	PORT	86	60	00	00	20	00
W/D	FWD	89	00	00	00	00	200
W/D	FWD	91	00	00	00	00	200

TOTALS :

LIFE RINGS W/LIGHTS

<u>LOCATION</u>	<u>AMOUNT</u>	<u>SIZE</u>	<u>CONDITION</u>
SPONSON 1	1	24 "	GOOD
SPONSON 3	1	"	GOOD
SPONSON 5	1	"	GOOD
SPONSON 7	3	"	GOOD
SPONSON 11	1	"	GOOD
SPONSON 2	1	"	GOOD
SPONSON 4	1	"	GOOD
SPONSON 6	2	"	GOOD
FANTAIL	2	"	GOOD

LIFE RINGS W/O LIGHTS

<u>LOCATION</u>	<u>CONDITION</u>	<u>AMOUNT</u>	<u>SIZE</u>
STBD MOTOR WHALEBOAT	2	24 "	GOOD
PORT MOTOR WHALEBOAT	2	24 "	GOOD
GIG	3	16 "	GOOD
PORT BOAT DECK	1	24 "	GOOD

NOTE: Also on hand in the Boatswain Locker:

19 spare 24" life rings, 9 spare 18" life rings, 16 spare light floats.

TOTAL SHIPS COMPLEMENTS				
	OFFICERS	CPO/NCO	E6 AND BELOW	TOTAL
SMD				
MPA				
SLCP				
BERTHS				

SAMPLE

SUMMARY OF WEIGHT TEST

NOMENCLATURE	DATE OF LAST TEST	VERIFIED BY	PERIODICITY OF TEST	REMARKS
Stbd MWB davits		test memo	every 12 months (MIP- H-2071031/A-4R	
Port MWB davits		test memo	every 12 months (MIP H- 2071031/A-4R	
Stbd MWB Sling (26MW-8038)		test memo	every 18 months (NSTM 583-7.5)	
Capt Gig Sling (33PE6523)		test memo	every 18 months (NSTM 583-7.5)	
Accommodation Ladder (Stern)		test memo	Every 48 months (MIP- 219/1-63)	
Accommodation Ladders (#2, #3, #7)		test memo	After Major Repairs (MIP H-206/2-63)	
Boat Boom (sponson #4)		test memo	After Major Repairs (MIP H-206/2-63)	
Boat Boom (sponson #5)		test memo	After Major Repairs (MIP H-206/2-63)	
Climber Safety Rails		test		
Boat Boom (sponson #6)		test memo	After Major Repairs (MIP H-206/2-63)	
Anchor Windlass (Stbd)		test memo	After Major Repairs (NSTM 581-2.76)	
Anchor Windlass (Port)		test memo	After Major Repairs (NSTM 581-2.76)	
Hydro Static releases		test memo	Every overhaul (NSTM 583-13.104)	